Daily Diary Report by Bid Item

Contract No.: **04-0120F4**

Diary #: **463** **Const Calendar Day:** 835 **Date:** **22-Dec-2011** **Thursday**
Inspector Name: **Bruce, Matt** **Title:** **Transportation Engineer**
Inspection Type: Continuous
Shift Hours: 07:00 am 06:30 pm **Break:** 00:30 **Over Time:** 03:00
Federal ID:
Location:
Reviewer: **Schmitt, Alex** **Approved Date:** **Status:** Submit

04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge

Weather

Temperature **7 AM** 40 - 50 **12 PM** 50 - 60 **4PM** 50 - 60
Precipitation 0.00" **Condition** Partly cloudy and windy

Working Day ☐ If no, explain:

Diary: Dispute ☐

Work description.

- Prepared the Alta Vista surveyors for surveying tasks for today. The task for all three consultants today was to process the surveying information for all of the work done to date since they came onto the project. The following surveys have been completed by the consultants:

1.) Shot from MOLE to WP306 and WP306 to MOLE
2.) Baseline calibration check for the total station at the Port of Oakland
3.) Control check from MB007 to TIN3/6056 and the tower pullback check at the saddle using the robotic/remote feature of the total station.
4.) Check the tower tower pullback distance from MB007 while backsighting TIN3/ARMY2 not using the robotic/remote feature of the total station. Shot the pseudo control point SKY3 from MB007 which is used for GPS calibration to tie the network into the east end. Also practiced shooting on the catwalk in prepararion for surveying cable strand number 1
with the total station and the GPS equipment.
5.) Hinge K tie-down blockouts in the bottom slab of the W-Line YBITS bridge.

I compiled the GPS data for the surveys completed with Alta Vista and briefly reviewed with them. I gave my information to Dave to process with the information Chris provided to him. The format in which the reports were disscussed and it was agreed upon to keep their format the same.

- The following is the hours worked by the Alta Vista consultants today:
Dave Garrett (survey party chief) = 8hrs
Chris Ferrucci (instrumentman) = 8hrs
Erol Schaller (rodman) = 8hrs

- Observed the operation to compete hauling the first cable strand. The cable strand was located on the east side of the tower saddle and finished near the anchorage. See other inspectors diaries in the Team Cable group for labor, equipment, and additional observations. My comments on the operation are summarized below and in the attached photos.

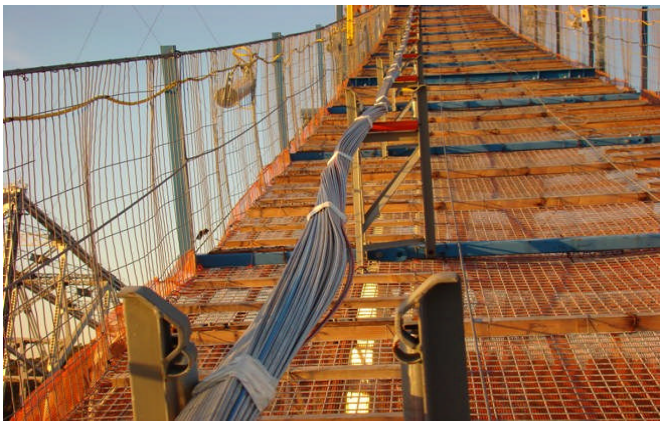
1.) Continue to be aware of the cable strand twist in all sections of the cable strand particulary
for the rectangular preformed west loop.
2.) Check the blue reference wire at the west loop as the actual wire detailed by Pujang may be different than the one detailed by ABF
3.) Continued modifications on the roller frame supports on the main and backspan catwalks near the tower saddle need to be modified to prevent roller fatigue and cable strand

twist
at the tower saddle.
4.) It appeared that the operations at the tower saddle and west deviation saddle conflicted with each other. One crew would move the cable strand (I.e. too much slack) effecting the
operation of the other crew. Both crews were trying to remove the cable twist as well at the
same time.

Met with the Team Cable group members at the end of the shift to discuss these issues and observations seen through the second day of cable hauling and intial adjustment.
- Attended the field Safety Tailgate meeting with other members in the Team Cable group in lieu of the regularly scheduled SAS Safety Tailgate meeting this morning at 8:00am. Various aspects for safety during the cable hauling operation were discussed.

Attachment

Cable strand clamp attached to the hydraulic floating arm on the north end of the W2 cap beam.

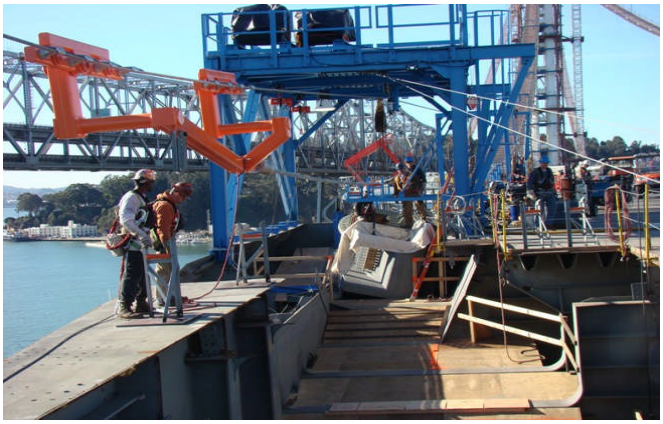


Twist and lost shape of the rectangular section of the west loop seen on the north mainspan catwalk prior to resuming the hauling operation.

Lost shape of the rectangular section of the west loop seen on the north mainspan catwalk prior to resuming the hauling operation.

Condition of the west loop cable strand in the roller frames prior to floating the cable strand.

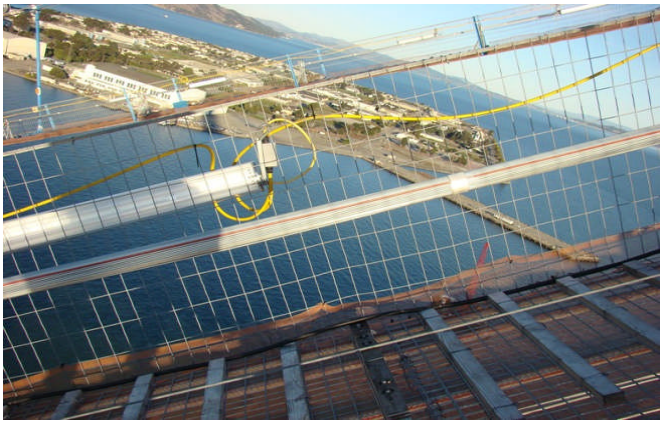
Torpedo clamp seen on the north mainspan catwalk prior to resuming hauling the first cable strand.



Hauling frame at the end of the hauling path at the south east end anchorage.

Red reference wire in the correct placing position seen on the south backspan catwalk.

ABF ironworkers and welders fixing the rollers at the tower saddle on the backspan side.



Red reference wire on the opposite (~ 180 degree turn) side of the planned placing position seen on the north backspan catwalk.

ABF ironworekrs and engineer guiding the hauling frame down the mainspan catwalk to complete the first cable strand intial placement.

ABF ironworkers in the process of floating the first cable strand at the north west deviation saddle.

Cable supported near the anchor rod placed in OBG lift 14E.

ABF ironworkers attaching cable strand clamps to allow floating of the strand at the south backspan.